

Entertainments.

THEATRE ROYAL.
CITY HALL.

JOHN F. SAUNDERS, Proprietor.
F. H. POLLOCK, Business Manager.
W. T. TIVEY, Musical Director.
W. G. ALLEN, Assistant Manager.

Little Drops of Humour, Little Rays of Light, Knock-out Dally Troubles, Higher than a Kite.

FOR A SHORT SEASON ONLY.

COMMENCED

THURSDAY,

7th April.

Mr. JOHN F. SAUNDERS,

the original

WIDOW O'BRIEN.

Supported by his superb MUSICAL COMPANY of AMERICAN AND ENGLISH ARTISTS in the World-Renowned FARCE AND COMEDY, in Two Acts.

ENTITLED

FUN ON THE BRISTOL.

WITH THE FOLLOWING GREAT CAST—
WIDOW O'BRIEN, Mr. JOHN F. SAUNDERS.
RITA, Miss MARY SAUNDERS.
DORA, Miss MARY SAUNDERS.
JOHN, Mr. JOHN F. SAUNDERS.
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Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND BORDEAUX.

PENANG, SINGAPORE, SAIGON

AND HAIPHONG.

THE British Steamship, *Chelonia*, Capt.

SAUNDERS, having arrived from the

above Ports, and brought on board cargo

consignees of the *Chelonia*, Capt.

SAUNDERS, are hereby requested to send

in their bills of lading for cargo, and

to take delivery of their goods from

alongside, Consignees of OLDHOLSE-

SHOES are particularly requested to

take delivery from the *Chelonia*, Capt.

SAUNDERS, failing which the Captain

will not be responsible for any damage

different from that of loss in transit, and

to take delivery of their goods from

alongside, Consignees of OLDHOLSE-

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To-day's Advertisements.

THEATRE ROYAL.

CITY HALL.

THIS EVENING.

TUESDAY, April 5th, 1887.

LAST NIGHT BUT ONE OF

WIDOW O'BRIEN'S CELEBRATED FANTOCH

M. A. T. O. N. E. T. T. E. S.

Under the distinguished Patronage and

Presence of

His Excellency THE ADMINISTRATOR AND

MRS. MARSH.

ENTIRE CHANGING OF PROGRAMME.

TO-MORROW EVENING.

WEDNESDAY, April 6th, 1887.

LAST NIGHT FANTOCH PERFORMANCE.

GRAND MILITARY STAFF NIGHT.

Under the Patronage of

MARSHALLS, BARRON, and OFFICERS OF H.M.

NORTHAMPTONSHIRE REGIMENT.

REMEMBER LAST NIGHT!

Reserve Seats at KILBY & WALSH, LD.

PHILIP H. KIRBY, Manager.

Hongkong, April 5, 1887. 637

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s

Steamship

Bokhara

will leave for the above

place TO-MORROW, the 6th instant, at

4 p.m.

E. L. WOODIN,

Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, April 5, 1887. 638

FOR SHANGHAI.

The Steamship

Ningpo

will be despatched for the

above Port on THURSDAY, the 7th inst.,

at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, April 5, 1887. 641

NOTICE.

DR. GREGORY PAUL JORDAN

was admitted a PARTNER in his business

on the 1st day of January, 1887, which

shall be continued from and after this date,

under the style of ADAMS & JORDAN,

GENERAL MEDICAL PRACTITIONERS.

W. S. ADAMS, M.D.

Hongkong, April 4, 1887. 640

Occidental & Oriental Steam-

Ship Company.

FAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship *GALE* will be

despatched for San Francisco, via

Yokohama, on TUESDAY, the 26th inst.,

at 3 p.m.

Connection being made at Yokohama,

with Steamers from Shanghai and Japan

Ports.

All Parcel Packages should be marked

to arrive in full, and same will be received

at the Company's Office, until 5 p.m. the

day previous to sailing.

RETURN PASSENGERS.—Passengers, who

have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa)

within six months, will be allowed a discount

of 20% from Return Fare; if re-embarking

within six months, an allowance of 10% will

be made from Return Fare. Pre-Paid Return

Passage Orders, available for use, will

be issued at a Discount of 25% from

Return Fare. These allowances do not apply

to through fares from China and Japan to

Europe.

Consular Invoices to accompany Cargo

destined to ports beyond San Francisco,

should be sent to the Company's Office,

directed to the Collector of Customs, San

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Namie* leaves for Coast Ports4 p.m.—*Bokhara* leaves for Shanghai.4 p.m.—*Manilla* leaves for London.

We note the return here to-day in the *Bohara* of the Hon. T. Jackson, the popular chief manager of the Hongkong and Shanghai Banking Corporation. We believe the hon. gentleman will leave here to-morrow or shortly for Manila.

The prosecution against the opium dealer and the 126 men for being in possession of firearms has, as was anticipated, "ended in smoke." To-day, Mr. Mackenzie ordered the opium dealer, the only defendant left, to be discharged, and the opium to be given up. We believe the opium was returned yesterday, and the firearms were given up to-day.

Shortly after two o'clock this afternoon, it was made apparent to people on this side of the harbour by a huge volume of smoke that fire had broken out in Messrs Blackhead & Co.'s newly-constructed godowns at Tsim Sha Tsui Point. There was an immediate expedition of launches to the scene of the fire, and it was then seen that the flames had obtained a powerful hold of the shed and its contents. How the fire originated is not known. Some hazard the opinion that it was due to spontaneous combustion, but we think it is more likely to have arisen from actual contact with fire. However, that may be, the workmen who were employed in the shed at the time can give no explanation of its origin. All that they know is that the flames spread with astonishing rapidity, the wood roof and supports of the shed affording excellent fuel; a cargo of lumber, too, which had been landed from the *Hayward* being consumed by the devouring element with remarkable swiftness. A portion of the wood fence which surrounded the shed was also destroyed. Luckily the wind was blowing from an easterly direction, or the wharf connected with the shed might also have fallen a prey to the flames. The brig *Stearns*, which was lying alongside, made every preparation to cast off from the wharf as soon as the outbreak was apparent, but as no danger was imminent she remained at her berth; her crew rendering whatever assistance was in their power in the work of extinguishing the flames. Very little could be done in this direction with the inadequate means at their command. Unfortunately, as too often happens, the *Firemen*, the means on which we rely to combat fires of this class, was in the hands of the "doctor," and it was at least two hours after the fire commenced before she was ready for work. The *Stearns*, the auxiliary floating fire engine, was also out of order, and like the *Firmans* had to be towed to Tsim Sha Tsui by Messrs Blackhead & Co.'s launch. Long before either of these launches had arrived, however, a steam launch from the *Victor Emanuel* had been doing good work. Ultimately, a good force of water was brought into play on the burning mass, and before five o'clock the fire was thoroughly subdued. We have not been able to learn the extent of the damage, but it must be considerable. There were from 6,000 to 7,000 tons of coal stored in the shed as well as a stock of general stores, including some tinned meats and Flensburg beer, and a goodly quantity of these have been destroyed. The property is insured, if not wholly at least partially, and we believe the China Fire Insurance Co. has a small risk on the structure. Mr. Wodehouse, the Superintendent of the Fire Brigade; Mr. Brewer, Assistant Superintendent; Commodore Morant and Captain Dempster were present soon after the fire broke out and took part in directing operations. This fire illustrates, we think, the necessity of having a steam fire engine stationed at Yau Ma Tei or Tsim Sha Tsui, the latter for preference. Of course it might not have been possible to take a steam engine along to the fire this afternoon, as Messrs Blackhead's property is rather inaccessible from the roads of Kowloon; but the need for having some such means of protecting the very valuable properties which now extend from Yau Ma Tei to Tsim Sha Tsui is apparent. Especially is such a thing wanted in the event of the floating fire engine being out of order.

LONDON, Feb. 24.—The Canadian Pacific Railway Company propose to carry the mail service between Liverpool and Brisbane, with a branch service to Fiji and New Zealand. The projected contract will be either a 20, 30, or 32 days' service, and the subsidy required is not to exceed that paid to the P. and O. Company for the route from Hongkong to Australia. The headquarters of the service will be in Sydney.

The following is *Dod's* record of Mr. John Kynaston Cross, whose death by suicide is reported in the *Canton* telegraph—Cross, John Kynaston (Bolton) eldest son of the late John Cross, Esq., of Garside House, Bolton, by Hannah, only daughter of the late Richard Kynaston, Esq., of Bolton. B. 1832; m. 1868. Emily, daughter of the late James Carlton, Esq., of Manchester. Is a cotton spinner at Bolton. A Magistrate for Bolton. Appointed Under-Secretary for India, Jan. 1883 (salary £1,500). A Radical; in favour of Ireland having extended to full privileges enjoyed by England, while opposing any measure tending to the integration of the Empire. Has sat for Bolton since Feb. 1874—19. Elected S. W. Reform and Devonshire Clubs; Fernclough, Bolton.

The gentleman referred to in the following paragraph taken from the *L. & C. Express*, is the late sub-editor of the *N. O. D. Times*—Mr. Lionel F. Gowing, who is adventurously ploughing his way across the Siberian wastes from the far eastern shores of China to Europe, arrived at Yau Ma Tei, in company with one companion, travelling with him from Shanghai. The young Englishman had up to the time traversed about 5,000 miles of country from Vladivostok, and had been fifty days on the journey. From Yau Ma Tei, he travelled on by Yantai, Keelung, and Tientsin. From Tientsin, they take the rail across the Great Mountains to Khabarovsk, and from

From Porm to Niji Norgorod they travel by sledges, and then by train to Moscow, and on to St. Petersburg, Warsaw, Berlin, Cologne, &c. The whole sledge journey covers about 5,000 miles, and they all have changed horses at over 300 stations.

THE *Army and Navy Gazette* says—The *Cordillera* was hurried away from Portsmouth at last with little consideration for the feelings of the married men and their relations. However, that was perhaps to be expected, even in these times of peace. But surely no excuse can be made for sending her away with the two old spongers which were hoisted out a few days ago, but which it is stated are replaced, as the new guns sent down from Woolwich were found at the last moment unfitted for the carriage in which they were to have been mounted. Rather an awkward augury of what would happen if any emergency demanded that the *Invincible* should be fitted in the *Cordillera* will call at Madeira, St. Vincent, the Cape, and visit the various islands between that place and Australia (to see if survivors of shipwrecked crews are on any of them). From Amsterdam she goes to the Straits of Sundra and on to Singapore, where she should arrive about the middle of June.

REGIMENTAL ATHLETIC SPORTS.—(Under the patronage of Major-General W. G. Cameron, C.B.) Committees—Major W. T. Ellis, Captain J. Collinson, Major R. J. Chaytor, Lieut. M. D. Graham, and Lieut. G. A. Bramwell. Sub-committee—Sergeant-Major Hill, Colonel Serk, Colonel Serk, Sergeant-Major Hill, Sergeant Serk, and Lance-Sergeant Brown.

The Athletic Sports of the 58th Regiment were held on the Cricket Ground this afternoon. The weather was very warm in the sun, but the heat did not much to affect the competitors, who threw themselves with great ardour into the sports. During the afternoon H. E. the Acting Governor and Mrs. Marshall, Major-General Cameron, the Messrs Cameron and a large number of ladies and gentlemen were among the spectators. The band of the Regiment, under Bandmaster Moran, played a large number of popular tunes during the afternoon; and a band of Minstrels were a never-failing source of amusement.

Among the most amusing and attractive parts of the programme were the obstacle race, and the sack race. Towards the close of the afternoon the lads of the 58th absorbed all the interest. The crack team of the R.A. carried everything before them, and the officers of the Regiment had the satisfaction of beating a pretty strong team from the Hongkong Club, despite the enthusiastic manner the Club team was offered by Mr. W. Legge.

POTTING THE SHOT, 10 lbs. 7 foot run, no follow, 1st Prize, \$3; 2nd Prize, \$1. There entered for this event—Privates Bushy, Lovendy, Everett and More. The highest distance covered was 32 feet 8 in. by Private Bushy, the next being Private Lovendy with 31 feet 9 in.

Private Bushy 1st Prize, \$3; 2nd Prize, \$1. Private Lovendy 2nd Prize, \$1. HIG JUMP, 1st Prize, \$3; 2nd Prize, \$1. Privates Willard, White, Spinks, Bushy, and Fawcett entered. The result was—Private Spinks, 4 feet 9 in. Private Bushy, 4 feet 7 in. Private Willard, 4 feet 5 in. Private Fawcett, 4 feet 3 in.

LONG JUMP, 1st Prize, \$3; 2nd Prize, \$1. Privates Willard, Fawcett, Bushy, Everett, Spinks and More entered. Result—Private Spinks, 18 feet 1 in. Private Everett, 15 feet 10 in. Private Bushy, 15 feet 8 in. Private Willard, 15 feet 7 in. Private Fawcett, 15 feet 6 in.

RAND BOYS' RACE, under 17 years of age, 1st Prize, \$3; 2nd Prize, \$2; 3rd Prize, \$1. The following entered for this event—Wardlaw (scratch), Watson, Young (2 yds.), Priddy, Buchanan, G. O. Clark, Gallagher, Webb (10 yds.) Result—Watson, 10 yds. Priddy, 9 yds. Buchanan, 8 yds. Gallagher, 7 yds. Webb, 6 yds.

COMPANY TUGS OF WAR, 10 men a Team, 1st Prize, \$20. This was the final trial of several tugs that had been tried between the various companies. At the first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the tenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eleventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twelfth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fourteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventeenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the nineteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twentieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the twenty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirtieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the thirty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fortieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the forty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fiftieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the fifty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixtieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the sixty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the seventy-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eightieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the eighty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninetieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the ninety-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundredth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-tenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eleventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twelfth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fourteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventeenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-nineteenth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twentieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-twenty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirtieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-thirty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fortieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-forty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fiftieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-fifty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixtieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-sixty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-seventy-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eightieth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-eighty-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninetyth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-first trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-second trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-third trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-fourth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-fifth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-sixth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-seventh trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-eighth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundred-ninety-ninth trial A pulled B, B pulled C, C pulled D, and D pulled A. In the hundredth trial A pulled B, B pulled C, C pulled D, and D pulled A.

THUNDERBOLT CHARIOT RACE, 1st Prize, \$3. Eleven entered. Result—Private Tomkins (1st yds. 4 in.) 1. Private Moore (60 yds. 4 in.) 2. HIG JUMP RACE, 1st Prize, \$3. Eleven entered. This was an easily won race. Result—Private Tomkins 1. Private Moore 2. Private Tomkins 3.

HIGH JUMP RACE, 1st Prize, \$3; 2nd Prize, \$3; 3rd Prize, \$3. Open to Army, Navy, and Police. Seven entered for this race. Gunner Singh got the lead at the first and won by a long distance. Haynes, who had been running in the mile race and was exhausted before he began, made a bold attempt for the second place and gained it.

Obstacle Race, 120 yards. Handicap. Compulsory for Subalterns. The following entered—Major Ellis (3 yds.), Captain Compton (12 yds.), Fawcett (11 yds.), and Collinson (9 yds.). Lieut. Peel (14 yds.), Opland (4 yds.), Lieut. (7 yds.), Graham (2 yds.), Lloyd (scratched), Dren (4 yds.), Bramwell (5 yds.), Lowther (11 yds.), Pedler (4 yds.), Vickers (0 yds.), and Luard (9 yds.). This race was very keenly contested. Lieut. Lloyd, who was scratched, made his way into the race, and between him and Lieut. Little and Graham there was a fine struggle for the first place. Lieut. Little came in first by a short distance, and Lieut. Lloyd just managed to get a few inches in front of Graham. Major Ellis was also close up.

WHEELBARROW RACE, one man as Wheelbarrow, 1st Prize, \$3; 2nd Prize, \$1. The wheelbarrows in this case were improvised for the occasion and consisted of a man with his hands on the ground and his feet between the arms of the driver of the "wheelbarrow." The following was the result—Dusby—Young 1. Panter—Yoomans 2. Haynes—Oliver 3.

CONSOLATION RACE, 220 yards, 2 flights of hurdles, 1st Prize, \$4; 2nd Prize, \$2; 3rd Prize, \$1. About a dozen started. The following was the result—Dusby—Young 1. Panter—Yoomans 2. Haynes—Oliver 3.

Obstacle Race (Regimental). The first one of the most interesting races of the day. About 20 or 30 soldiers started upon the Grand Stand, ran through a net-work of wire, crossed over to the Parade Ground, clambered over a pile of poles covered with a tarpaulin, crept through a tunnel, and then ran back to the ground, climbed up a scaffolding and then themselves down with ropes, then back to the Parade Ground, and over cascading ladders and beneath a long pole about a foot and a half from the ground, and then in. The result was—Private Wain 1. Private Beckwith 2. Private Oakes 3. Private Panter 4. Private Fuller 5.

Obstacle Race, 1st Prize, \$3; 2nd Prize, \$4; 3rd Prize, \$2; 4th Prize, \$1; 5th Prize, \$1. This was a very kind of race as the previous one, with the addition of a kind of firing seven rounds. The firing was rather reckless and irregular. Two Indians, Suklat Singh and Gauda Singh came in first, but they were both disqualified, the first for neglecting to go down and fire, the second for missing an obstacle. The result was—P. Bains 1. P. Turand 2. P. Thos Croft 3.

SACK RACE, 1st Prize, \$3; 2nd Prize, \$1. Eight entered for this race. They all managed to run without falling. Private Yoomans 1. McCarthy 2. Hodgkins 3.

ANIMAL RACE, Handicap, 1st Prize, \$5; 2nd Prize, \$3. One guinea-pig, a rabbit, one duck, two pigs, three monkeys and six dogs entered in this race. The guinea-pig was the same one as mentioned. The guinea-pig, which had but a short distance to run, came in first and after him two dogs. The winning owners were Lieut. Lowther, Private Holloway and Bird.

OPEN TUGS OF WAR, 10 men a Team, 1st Prize, \$20. Open to Army, Navy, and Police. The parade ground before a large assembly of ladies and gentlemen a series of tug-of-war came off. The first was between a team of the R. A. and a team of the R. E. The R. A. pulled the R. E. twice with the greatest ease. The next tug was between a team from the *Academy* and a team from the Regiment. The Regiment twice pulled the *Academy* men with great ease. Two pulls were then tried between the R. A. and the team of the Regiment, resulting in a pretty easy victory to the R. A. both times. In the interval between some of these pulls a tug-of-war took place between the officers of the Regiment and a team from the Hongkong Club. The following composed the teams—The Club—Messrs. G. Stewart, L. K. H. Potter, Captain Beattie, Messrs. Walkinshaw, G. Stewart, A. K. Travers. Officers—Major Ellis, Capt. Collinson, Dr. Thompson, Lieut. Mitchell, Lloyd, Lieut. Bramwell, Sergeant-Major Hill. The Club pulled very lustily, and on the first trial it cost their lives about three or four minutes hard struggling before they got the rope over to their side. At the second trial the Club yielded more easily. The prizes were then distributed by Mrs. Ellis.

SIR GEORGE BOWEN. In the House of Commons on the 28th February, Mr. Huxley Huxton asked the Secretary of State for the Colonies if he would state the date of Sir George Bowen's appointment and resignation of the government of the Mauritius; the actual time of his leaving the island during his government; the amount of money he received while on leave and while administering the government; and would he give similar information regarding Sir George Bowen's Government of Hongkong.

Sir H. Huxton: It is not desirable to lay a return upon the table, but I will briefly give the information asked for. Sir George Bowen assumed the Government of Mauritius on April 4, 1879, and received full salary (30,000 rupees per annum) from that date to Dec. 9, 1880, being in the island twenty months and six days. He was then on leave with half-salary (30,000 rupees per annum) for two years. On Dec. 9, 1882, he was appointed Governor of Hongkong, and he assumed the Government on March 3, 1883, and drew full salary (\$24,000 per annum) till Dec. 20, 1883. He was granted leave on half-salary (12,000 rupees per annum) from Dec. 20, 1883, till June 10, 1887, but he will return to resume the government of Hongkong.

THE CHINA MAIL CONTRACT. The London Chamber of Commerce has debated the proposals of the Orient Company and the P. and O. Company regarding the contract for the conveyance of Australian mails. The motion is opposed to a renewal of the contract for a long term, and an advertisement by the Orient Company instead of per letter.

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China has called the Chinese Islands in the China Sea to Germany.

PRINCE ALBERT OF BATTENBERG. London, March 4.—Prince Alexander of Battenberg, who has been suffering severely from malaria, is now pronounced to be out of danger.

KIDNAPING A BRITISH CONSUL. London, March 3.—Intelligence has been received from the West Coast of Africa that the British Consul, British Consul at the Cameroons, has been kidnapped by savages and carried into the interior.

THE NATIVE RISING IN THE MOZAMBIQUE. London, March 4.—It now appears that the first reports of the native rising in the Mozambique settlements were much overdone; the attack upon the trading stations being merely a native raid and easily repelled by the settlers. The statement that the town of Tanga was menaced proves to be unfounded.

THE EARL OF DENMARK. London, March 4.—The latest intelligence from Eastern Europe states that Serbia and Rumania are massing large bodies of troops on the frontiers between their respective countries and Bulgaria. Addresses from Montenegro report the increasing hostility of the Montenegrins towards the Albanian Tribes.

THE ROYAL COLONIAL INSTITUTE. London, March 2.—At a meeting of the Fellows of the Royal Colonial Institute, a resolution was passed expressing strong objection to the proposed abolition of the office of the Imperial Commissioner.

THE EARTHQUAKE IN NORTHERN ITALY. London, March 3.—The earthquake shocks in Northern Italy have now ceased. The fatalities caused by the disturbances were grossly exaggerated, especially in Genoa.

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NEWS BY THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Laharra*, with the London mail of the 14th March, arrived here this morning. From our Indian and Ceylon exchanges we take the following telegrams:—

APPOINTMENT OF B. C. HARRISON IN INDIA.
Rome, Mar. 14.—In conformity with the Concordat between Portugal and the Vatican, Monsignor de Costa has been appointed Bishop of Damão (Daman); Monsignor de Silva, Bishop of Malabar; and Monsignor de Faria, Bishop of Cochin. The Bishop of Malabar will leave for his respective sees immediately.

MR. GLADSTONE'S ANSWERS TO CONCILIATE UNIONIST LIBERALS.
London, March 18.—At a Liberal banquet last night, Mr. Gladstone declared himself to be anxious for a reasonable understanding with the Unionists. He is determined to adhere to his main proposals, but hopes an agreement may be possible for modifying and improving measures, especially with regard to Land Purchase. He deprecated the hurrying on of Home Rule, feeling assured that the nation will gradually come round to it.

THE NEW COMMANDER OF THE FORCES AT MASSOULI.
Rome, Mar. 18.—General Saluta succeeds General Guala as commander of the Forces at Massouli.

THE ARREST OF AN IRISH PRISONER.
London, March 20.—A Dublin letter, a private friend, has been arrested for refusing to give evidence in the Dublin District Court against a defendant. On his way to Dublin in custody the prisoner was everywhere received with enthusiasm and public demonstrations of sympathy and favour. The authorities violently investigated against the arrest in the House of Commons last night, and accused the Government of willful oppression in order to bring about a state of affairs that will justify coercion. The Right Hon. Mr. Balfour indignantly repelled this charge, and declared that the Plan of Campaign was solely answerable for the agitation and disorder in Ireland.

THE CENTRE RULE ADOPTED IN THE HOUSE OF COMMONS.
London, March 20.—In the House of Commons last night the Centre Rule was finally adopted after a warm and lengthy debate by 202 votes against 221. The Rule will come into operation forthwith.

FRENCH BOMBARDMENT OF A TOWN IN THE COMORES ISLANDS.

London, Mar. 20.—A French Corvette has been ordered to bombard the town of Anjouan, Comoros Island, one of the Comoros Group, the king of which has refused to receive the French Resident.

THE EXPLOSION OF LAND FOR THE SAMARANG RAILWAY.
St. Petersburg, Mar. 20.—An Imperial Decree orders the expenditure of land for the continuation of the Samarang railway.

THE PRINCE OF WALES AT BERLIN.

London, Mar. 21.—The Prince of Wales has arrived at Berlin.

WHOLESALE ARRESTS AT ST. PETERSBURG.
London, Mar. 21.—Wholesale arrests continuing in St. Petersburg, the Women's Chelga has been closed, and it is rumoured that several officers have been put to death.

REPORTED SUICIDE OF VIOULET CROSS.
London, Mar. 21.—Violet Cross, the Liberal Secretary of State for India, has committed suicide by gassing himself. It is stated, by the serious state of his health.

CONNECTION TO "EVIL" OBSERVED.
London, Mar. 21.—Owing to a condition in transmission there was an error in a Political news message sent yesterday from this Agency.

CRUEL ASSAULT ON A MAGISTRATE AT KANDY.

Kandy, March 22nd, 3-10 p.m.—There is much stir here owing to a Magistrate being assaulted by a mob of 100 persons, who had been waiting for six months for the Magistrate to come to Kandy. The Magistrate was coming to Court, Jones levelled a blow on his head with a club. The blow lighted on his neck; if it had fallen on his skull, the result would have been serious. Mr. Morgan took proceedings. The attack was premeditated, and prisoner admitted the assault. He was under the effects of liquor all last night, and assaulted complainant in previous cases. Further proceedings on the sixth.

(L. & C. Express, March 4.)

The *Candit*, a ship, Captain Boys, and the *Calicut* corvette, Captain Knap, having had defects made good, left Plymouth Sound for the China Station, via the Cape, the former on the 20th ult. and the latter on the 1st inst.

There were rumours circulating last week that the directors of the Steamship Company Nederland intended to discontinue the ten-day service to Java, owing to the loss of the steamer *Prins Hendrik*, and to open a fortnightly service, but according to the latest information no definite decision has been arrived at yet.

The drawing-room held by the Queen yesterday was attended by the Japanese Minister and Mrs. Stuart Lane, wife of the English Secretary of the Japanese Legation, the Chinese Minister, and the Siamese Charge d'Affaires and Mrs. Fern Verry, wife of the Secretary of the Siamese Legation. The presentations to Her Majesty included Miss Alfreda Bowen by Lady Bowen, and Miss Hart by Lady Hart. Address from St. Helena, Feb. 14, state that the *Zealand*, from Hongkong, proceeded for Havre on Feb. 12, after repacking and reshipping the portion of cargo discharged. A buttory hand was taken on ship and cargo for 2581 at 15 per cent. Maritime interest.—The *John C. Murray*, from Southways for the Channel, reports having encountered a severe gale on Jan. 23, in 31 S., 34 E., ship lying low side under water, oil and oil tanks swept away, boat smashed, &c.

At the Conference Hall, Midway-park, last evening, the Rev. J. Hudson Taylor, who has just returned from China, received a cordial welcome. In giving some account of the mission work he said that the last two years had been a time of greater spiritual blessing than any other he could remember. Mr. Taylor has been out in China for thirty-four years, and we understand will return thither shortly. He is one of the moving spirits in the China Inland Mission, having been, indeed, one of the founders of that organization.

Latest Mail Advertisers:—Yokohama Jan. 20; Higo Jan. 18; Shanghai Jan. 20; Foochow Jan. 15; Hongkong Jan. 23. The French mail, via Marseilles, ex Messageries Maritimes steamer *St. Julien*, with the advices from China and the Straits Settlements, dated as above, was delivered in London on the 23rd ult., three days in advance of its due date. The Japan advices were received on the 22nd ult., via San

Francisco. The next inward mail, ex P. and O. steamer *Malacca*, from Shanghai Jan. 27, was despatched from Alexandria on the 2nd inst.; one day in advance of its due date. The *Malacca* leaves for Hongkong on the 3rd inst., four days early.

Hamburg, March 1.—Favoured by the fine weather, the trade on the river has yielded better results, but, as far as is to be seen, it is not so good as last year. Our communication with the Far East has comprised the *Denbighshire*, s.s., Cumming, arrived from Japan; *Asia*, s.s., Hartmann, from Calcutta, &c.; and *Hona-hida*, s.s., Nielsen, from Hongkong. The *Electric*, s.s., Madson, sailed on the 22nd ult. The vessels on the berth for the Far East are the *Amaranth*, Morris, for Hongkong; *Niebo*, s.s., to leave 10th inst.; *Ipilgent*, s.s., to leave 20th inst.; and *Lydia*, s.s., to leave 20th inst. All three being King's Line, for their usual route to Penang, Singapore, Hongkong, and Japan; the *Denbighshire*, s.s., Cumming, to leave 10th inst.; and *Vermetshire*, s.s., Dutton, to leave 25th inst., both for Singapore, Hongkong, and Japan, via Antwerp; *Osier*, s.s. (Swedish line), to leave 10th inst. for her usual route; *Alas*, s.s., Wolf, to leave 15th inst.; and *Triumph*, s.s., to leave at the beginning of April, both for Vladivostok and the Amoor river.

The letter from a correspondent, "E. Yettie," which we give in our Correspondence columns, will no doubt be perceived by our readers with the attention that the importance of the subject commands. The matter he discusses is a very delicate one to approach, and it is very difficult to get at the bottom of it. Politics are so absorbing just now that matters of vital interest to trade are left to shift for themselves. Without passing any opinion on our own, on the general tenor of the letter, we can hardly allow our remarks to pass without reference. We allude to the paragraph in which our correspondent alludes to German settlers in Hong Kong and Singapore. The course he suggests is hardly consistent with the Free Trade principles which he himself must concede in the end. Apart from this, we have had many excellent colonists amongst our Tanton brothers in both Hong Kong and Singapore, and though some of the more thrifty ones have cut into the larger profits to be made by the same business, some of the older and larger houses were established shortly after their English competitors, and have been marked by as much liberality in a mercantile and social way, as has any long characterized the Chinese in the Far East.

The theory of the *Ling Kwang* has—rightly or wrongly—acquired a certain celebrity as one of the leading officials of China. Certain it is that he holds one of the most important posts in the Empire, and to which high officials aspire. His claims to eminence appear to rest, however, on one really important act, the sealing denunciation he put out on the unfortunate *Chung-How*, the negotiator of the Livadia Treaty with Russia, and on the dramatic "Chung-How" memorial was itself. Chung-How's memorial was forcible and energetic, and nearly cost the unfortunates *Chung-How* his head. As a victor at Canton, however, he does not appear to have been unfortunate with either native officials or foreigners, and has kept his head on his shoulders in a most remarkable way; whilst current business is reported to be neglected and behind time. Seeing this our Canton correspondent sarcastically suggests whether he did not find his celebrated memorial ready made by some one else. A Tanton man was reported to be in the East, and was stating:—"A despatch from Shanghai received here asserts that China has ceded the Chusan Islands to Germany." This is most probably an error, though what appears to be a candid statement as to the fact is difficult to say. The treaty, it will be remembered, is under the protection of Great Britain, in virtue of the Convention between Great Britain and China of April 4, 1860, signed by Sir John Davis and Commissioner Chang. Clauses 3 and 4 of this agreement read:—

"It is stipulated, on the part of His Majesty the Emperor of China, that on the cession of Chusan by Her Britannic Majesty's force, the said island shall never be ceded to any other foreign Power."

"Her Britannic Majesty's consent, upon her part, in case of the attack of an invader, to protect Chusan and its dependencies, and to restore it to the possession of China as of old; but in this stipulation proceeds from the friendly alliance between the two nations, no pecuniary subsidies are to be done from China on this account."

It will readily be conceded that it was not desirable in the interests of the public service to give details of the work with reference to supplying the garrison of Hong Kong and Singapore, that the Treasury will not vote the money fast enough, and that, with the large demand for ordnance on all sides, the existing establishment cannot take them out fast enough. It is to be hoped we shall not get "caught" ere we have got all we want for the navy and for the various shore defences.

The letter on the present condition of travelling on P. and O. steamers will no doubt echo the sentiments of many of our readers. It is by attention to minor details, which our correspondent points out, that life on board an ocean-going vessel is rendered so pleasant in the present day, and so enjoyable compared with the mutiny and discomforts experienced only a few years ago. From personal experience, however, the writer can vouch for the comfort of having the benefit of the power to turn one's electric light in the cabin off or on at will. It is a suggestion that is worth noting. It is one of those comparatively trivial things—as in ordinary life—which adds so much to general comfort. We presume the electric light has to run all night, and passengers as well as the engine room may have the advantage. Our correspondent hardly brings out the fact that the missing arrangements are far superior to what they were. We may point out in the matter of second class passengers the company are spending something like \$50,000 to bring the requirements up to a high standard of comfort. The whole system is altered, as one of the officers of the ship will always reside at this mess. We may also mention, in connection with the P. and O., that the dockers are constructing four ships of nearly 7,000 tons, which will be capable of maintaining 17 knots at sea.

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

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No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

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(Next to the New Oriental Bank.)

Hongkong, January 19, 1886.

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To Lot.

TO BE LET FURNISHED.

NO. 3, MORRISON HILL for 4 Months from the 1st June.

Apply to **ARTHUR K. TRAVERS,** Port Office.

Hongkong, April 4, 1887. 630

OFFICES TO BE LET.

AT NO. 33, QUEEN'S ROAD CENTRAL, WITH COMPARTMENTS, ROOMS, and Entrances in STANLEY STREET.

Apply to **HONGKONG DISPENSARY.**

Hongkong, March 14, 1887. 469

TO LET.

With Possession from 1st April.

THE OFFICES on the 1st Floor of No. 43 Queen's Road Central, at present in the occupation of the Undersigned.

Apply to **DENNIS & MOSSOP,** 43, Queen's Road Central.

Hongkong, March 26, 1887. 540

TO LET, in good condition, the comfortable and complete portion of HILL SIDE BUNGALOW, at the junction of New Western Street and HIGH STREET, near to Ball's Court, off the Bonham Road. Water and Gas are laid on. Separate Gardens, &c.

For Particulars, apply to **Mr. HOWROYD, NEXT DOOR.**

Hongkong, March 1, 1887. 378

TO BE LET.

(With Early Possession.)

BISNEY VILLA, PORCELAN, BREEZY POINT, ROBINSON ROAD.

SHARP & Co., Estate Agents.

Hongkong, April 1, 1887. 559

TO LET.

ROOMS in "COLLIER CHAMBERS," Nos. 2 and 13, HOLLYWOOD ROAD.

Apply to **DAVID SASSOON, SONS & Co.**

Hongkong, March 23, 1887. 504

TO LET.

(With Early Possession.)

THE DESIRABLE RESIDENCE "GREEN MOUNT," Situated on the BONHAM ROAD.

Apply to **GILMAN & Co.**

Hongkong, March 17, 1887. 438

Insurance.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

"The Undersigned are prepared to accept Risks on First Class Goods at 1/2 cent, net premium per annum."

ROBERTSON & Co., Agents.

Hongkong, May 19, 1881. 632

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

"The Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates."

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

"The Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates, payable either here in London, or at the principal Ports of India, China and Australia.

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Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £3,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

"The Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on bonds on board Vessels and on Halls of trivial things—as in ordinary life—which adds so much to general comfort. We presume the electric light has to run all night, and passengers as well as the engine room may have the advantage. Our correspondent hardly brings out the fact that the missing arrangements are far superior to what they were. We may point out in the matter of second class passengers the company are spending something like \$50,000 to bring the requirements up to a high standard of comfort. The whole system is altered, as one of the officers of the ship will always reside at this mess. We may also mention, in connection with the P. and O., that the dockers are constructing four ships of nearly 7,000 tons, which will be capable of maintaining 17 knots at sea."

Proposals for Life Assurances will be received, and transmitted to the Directors or their decision.

If required, protection will be granted on the class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.**

Hongkong, January 4, 1887. 100

NOW READY.

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COMPARATIVE CHINESE FAMILY LAW

By **E. H. PARKER.**

Can be obtained from **KELLY & WALSH** at Shanghai and Hongkong; at **LAURENCE & Co.**, Hongkong; and at the *China Mail Office*.

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BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

By **ERNEST J. BETHL, Ph.D., Tutor, THIRD EDITION.**

Revised, with additions.

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LANE, CRAWFORD & Co.

Hongkong, August 30, 1884. 189

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON:

ASAO.

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PRINCE OF ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PESAWAH," Captain MOORE, with Her Majesty's Mails, will be despatched from this office for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 12th April, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcel and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed by Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PRINCE OF ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the latest conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Acting Superintendent.

Hongkong, March 29, 1887. 571

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 16th Proximo, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all the Atlantic Lines of Steamers.

Barter Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare, if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at the destination.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, March 26, 1887. 551

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN GULF, LEVANT, BLACK SEA & BALTIC PORTS:

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Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 17th April. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has ample Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to **MELOCHERS & Co., Agents.**

Hongkong, March 21, 1887. 508

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Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Section 1st. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C. Shipping or midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.